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Regular Price 50c, 1400 Ladies' pure Lisle

DOWN TO DEATH.

Frightful Railway Wreck. Sixty People Killed.

FATE OF AN EXCURSION PARTY.

Propensities Handled From the Pulpit Yesterday-Bismarck

steamer Servia, Capt. Dutton, which left New York recently, arrived here to-day. The captaim reports that at midnight of Thursday last he sighted the Imman line steamer City of Richmond, Capt. Redford, from New York June 3, bound for this part and Liverpool. Later the vessel was flying signals of distress, and the Servia bore down to her to offer assistance. The captain of the City of Richmond reported that his cargo was on lire, and the Servia stood by and steamed slowly by the side of the by and steamed slowly by the side of the City of Richmond until the prow-head was sighted. Capt. Redford reported that on Tuesday at midnight a lady cabin passenger, upon getting up out of her berth, found her state room filled with smoke, and at once arroused the occupants of the adjoining state rooms. In less than three minutes all the passengers, including those in the steerage, were on deck in their sleeping garments. Strenuous efforts were instantly made by the crew to reach the fire. Upon opening the hatchway adjoining the spot from which the smoke was issuing. It was assertained that a portion of issuing, it was ascertained that a portion of the cotton of which there was 2000 bales, was on fire. Large volumes of water were poured upon the burning mass, but with small effect. Until the steam fire annihilators were used no diminution of the fire was were used no diminution of the tire was visible. While the captain and engineers were trying to get the fire under con trol another scene presented itself on deck under the eyes of the anxious but well behaved crowd of passengers. Her provisions of all sorts were being carried by stewards to the ship's beats, in view of provisions of all sorts were being carried by stewards to the ship's boats, in view of the possible necessity of abandoning the vessel. In this many of the passengers assisted. Throughout the period of the alarm a gale was blowing and the ship rolled heavily. During the dark hours of suspense the mass of passengers were perfectly calm, most of them making preparations to leave the ship. Until day-light on Wednesday the extent of the fire was not known, so dense was the smoke enveloping the decks. The sea, too, became enveloping the decks. The sea, too, became so heavy that it would have been almost impossible for the passengers and crew to put off in boats, if such course had been deemed necessary. Soon after daylight, however, the captain was able to assure the people that there was no in-

to assure the people that there was no immediate danger, but although the fire had been checked, it had remained smoldering in the mass of cotten, and might break

ing in the mass of cotten, and might break into flames at any moment. It was impossible to discover the extent of the fire, owing to the fact that every aperture in the vicinity of the hold had to be closed in order to prevent the flames from being fanned by the gale. The stewards continued the preparation to abandon the ship. Two thousand pounds of beef was cooked for the boats, and other stores were also made ready and moved away from were also made ready and moved away from the vicinity of the flames. Hopes of relief came at 8 o'clock in the morning, when a sail was sighted ahead.

In Non-Conformist Churches.

LONDON, June 14.—Allusions to the scandalous conduct of the Prince of Wales today by Non-Conformist preachers left no doubt, if any was entertained, of the atti-

of royalty and baccarat were received by the congregations showed with emphasis how the people who are the bone and sinew of England feel as to the confessed violation of law by the future

king.

The energy of the police in prosecuting cases of petty gambling by the poor has added strongly to the public feeling, and everywhere among the toiling masses the demand is heard that the law shall be enforced against gamblers of Tamby-Croft.

Heretofore Home Secretary Matthews has disclaimed all knowledge of the Tan-by-Croft affair. This he can do no longer, as evidence in court, including the testimony of the Prince of Wales himself, has removed any ground for ignorance or denial. In-stead of being aliayed, the sentiment on the subject of the scandal is growing. When it was remarked yesterday in the

presence of Labor Agitator Tom Mann that the Earl of Coventry would be removed from the office of master of buckhounds, Mann asked: "If Coventry is unfit to be master of the hounds because he is a gambler, is the Prince of Wales fit to be master of a kingdom?" master of a kingdom!" This is but one illustration of the general

sentiment among all below the rank of aristocracy, and among aristocrats dis-

Disastrous Fire on the Steamer City of Richmond, from New York to Liverpool.

The Prince of Wales and His Sporting Has Lumbago.

Highlands.

It is given out from the Prince of Wales set that he has avoided reading newspapers since the baccarat trial, and is in ignorance of all the harsh things said about him, and of the hubbub the acandal has caused. This, however, is known to be nonsense. The Prince of Wales is a close reader of newspapers, foreign and domestic, and what he does not see, his secretary. Sir Francis Knollys sees for him, antifully communicating all partners of in-QUEENSTOWN, June 14.—The Cunard line teamer Servia, Capt. Dutton, which left cutifully communicating all natters of in-terest. Besides, hundreds of letters have been sent to the prince, some of them ad-monishing and others in terms of sever-condemnation, and all these, of course, have at least reached his private secretary The demonstration of laundresses in Hyde park to-day was not as important an affair as had been anticipated. Many stood aloof,

and it is not thought likely that the condition of the laundresses, as a class, will be greatly bet-tered by the unusual spectacle. Some of those who have been most active in the omnibus strike, declare that the movement will be renewed when the men are better overanged. The fact is the near would have organized. The fact is, the men would have had more sympathy and contributions but for a prevalent impression that the strike was really against the substitution of ticket for each fares, thereby preventing employes from pocketing the percentage of fares Frightful Wreck in Switzerland. BERNE, June 14 .- A most horrible rail-

road accident occurred to-day, through the collapse of a bridge beneath a heavily loaded excursion train. The train was crowded with people on their way to attend a musical fete. Sixty persons were killed outright, while hundreds were injured. The two engines and the first car plunged into the river, and all the passengers in the car were drowned. Two cars remained sus-pended from the bridge. All the trainmen were killed. Thirteen cars were saved. Bismarck Has Lumbago Berlin, June 14.—Prince Bismarck is suffering from lumbago. A Duchess Arrested.

Madrid. June 14.—A sensation has been caused here by the arrest of the Duckess of Castro Enriquez, on a charge of maltreating her maid-servant. At the town of Burg, in the Prussian island of Femern, in the Baltic, an extensive five destroyed the church pursonage,

two shors and several houses.

quiet and disgust prevail, if anything is to

be judged from the talk at the clubs

A Scottish writer calling attention to Sir
William Gordon Cumming's gallant army
service, declares that his treatment is in
line with the general ingratitude of
England toward Scottish soldiers, that although the Scotch are but one-tenth of the
total Reithin and the force always.

though the Scotch are but one-tenth of the total British army, they have always of recent years, as far back as the Indian mutiny, had to stand the brant of the fight, as witness the Tel-el-Kebir and Majuba Hill, and even the only here of the Manipur company, Lieut, Douglass Graat, being a Scotchman. The writer thinks that the prince has done much to allenate Scottish

Dissatisfied Laundresses.

Highlands.

BEATEN BY HER HUSBAND.

A Paris Negro in Jail for Licking His Wife-Wanted for Wife-Murder. Lightning's Fatal Work.

Special to the Gazette.

Pants, Tex., June 14.—Lizzie Pope, a mulatto, applied to the officers for protec-Special to the Gazette.

LONDON, June 14.—Allusions to the sean-daious conduct of the Prince of Wales to-day by Non-Conformist preachers left no doubt, if any was entertained, of the attitude of the dissenting clergy on the subject of royalty and baccarat.

In Marco, appealed to the of income of process from protection from her husband. Harrison Pope, yesterday, who had knocked her down and stamped her face until it was a horrible sight. Warrants were issued for Harrison, and when the trial comes off Lizzie will probably not be able to remember anything of it.

Constable Bryant of the Second precinct made an effort a few nights since to capture a negro of unknown name, who had been carrying a pistel, and is alleged to be a fugitive from Grayson county, on a charge of wife-munder. The negro was found in a house, but refused to surrender,

found in a house, but refused to subrender, and broke by Bryant, who filled his back with a load of bird shot. The negro was heard of at a place three miles away where he stopped to have the shot picked out.

J. A. Pierce, Living near Forrest Hill, was killed by lightning Thursday night. He was sitting by the fire reading a newspaper, his half-brother. Ras Good, sitting near him; the ladies of the family had retired; when the shock came the lamp was extinwhen the shock came the lamp was extin-guished, and they called Pierce and Good but received no answer, got up and made a light, finding Pierce dead and Good uncon-

STRUCK A DEATH BLOW.

The Captain of the Transfer Boat at Helena, Ark., Killed by the Watchman.

Helena, Ark., June 14.—Capt. W. H. Holt, who has been in charge of the transfer boat at this place ever since the line was established, was killed last night by the watchman of the boat, one James Woods, a watchman of the boat, one James Woods, a white man. It seems that Capt. Holt had occasion to reprimmed Woods several times for neglect of duty. Last night the watchman failed to have out the proper signal lights, and Holt had some words with him about it, and finally slapped him in the face. Woods retreated from the engine room with the remark that ne would get even with him. A few minutes afterward the boat landed at the foot of the incline at the Arkansas side of the utes afterward the boat landed at the foot of the incline at the Arkansas side of the river, and Captain Holt went forward to superintend the movement of the cradle, as the river was rising. While in a stooping position Woods walked up to him and struck him a death blow in the back of the head with an ax. Woods sprang into the water, which was about waist-deep, and disappeared.

PYTHIAN BROTHERS.

Over One Hundred and Sixty Contribute Flesh from Their Limbs to Patch up an Unfortunate Brother.

KANSAS CITT, Mo., June 14.-The success-Kansas Citt. Mo., June 14.—The success-ful grafting of skin sufficient to patch up two legs was completed here to-day. A year ago A. C. Fulkerson of the Silver Towel company stepped by mistake into a vat of boiling grease. The flesh of both legs from the knees down was cooked away. The only method of repairing the damage was by the grafting of skin from other hu-man beings upon the injured members. One hundred and sixty odd Knights of Pythias of which organization Fulkerson Pythias of which organization Fulkerson was a member, contributed portions of their anatomy to be used in piecing up Fulkerson. The grafts were about one hun-dred in number, and in the majority of cases were successful. Fulkerson was out to-day enjoying the use of both limbs.

Carved at a Ball. Special to the Gazette.

HOUSTON, TEX., June 14.—About one o'clock this morning Henrietta Driscoll, during the progress of a ball, slipped up behind Jennie Hardin, another colored damsel, and stuck a knife inte her side. The Hardin woman may die.

TEXAS RAILROADS.

Resume of Attempted Legislation from the 16th Session

UP TO THE TWENTY-SECOND.

The Sentiment Favoring More Stringent Regulation Increased Year by Year.

deal to coment.
Sympathy for Gordon Cumming in Scotland is very strong, and the Forres reception gave voice to the feeling not confined to the Governor and Commission in Fall Sympathy With the Law and the Purposes of It-What They Will Accomplish.

Railroad Legislation.

Special to the Cazette.

Austin, Tex., June 14. The history of of railroads, is marked by many vicissitudes actor of more strangent regulation, the op-position to it was stronger still, and able at each successive session of the legislature to defeat any measure that proposed to take from that body the direct authority of supervising and directing the manner in which the roads should serve the people. Bill after bill was introduced in the various sessions of the legislature from the Six-

CHEATING A COMMISSION whose sole function and duty should be the better regulating of common carriers. As fast as offered these bills were put to death by the friends of the roads, who were

The struggle between the two parties was long protracted extending over a series of years, and was notable chiefly for the consciousness of right, and the unflagging consciousaces of right, and the imaging real for the cause that characterized one party, and the studeour resistance and oul-dog tenacity of purpose that actuated the other. Finally things got to that pitch where generalship, strategy and advoit management no longer counted. The no-teney of numbers arrayed that persons the tency of numbers arrayed itself against the arts of the strategist, and as it always does when properly wielded carried the day, with the usual result -a Waterboo for

Why there should have been such a warm and exciting contest over the

creating contest over the commission, in view of several circumstances, is almost past finding out. If there were any virtue of a positive and real nature in a commission, what objection could be had to it! If there was not, and it would prove to be as its commission declared a thing attenty worthless.

it would prove to be as its enemies declared, a thing utterly worthless and vain. Why magnify its importance by opposing it so vehencently. Men don't go forth in armored panoply to fight windmills and will otherwisps. If on the other hand it was asserted that a commission would do barm, and that it was inherently bad and dangerous to the "allroads, the friends of it could point to a score or more of states in which it proved quite the reof states in which it proved quite the re-FACTS AND EXPERIENCE
Were dead against that sort of logic. If it
was asserted that the interests of the pen-

was asserted that the interests of the peaple would be endangered by the consequent
stoppage of railroad building the answer
would be that of Shylock, "My deeds upon
my head." The people who demanded the
law would have brought the evil inpon
themselves, and would alone be
chargeable with it. In that
event, what an excellent opportunity
the railroads would have to cry out
upon the sages of the sand hills and the oracies of the Alliance.

The objection raisest also in the more time
there was no constitution and man in the field to be declared void
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upon the sages of the sand hills and the oracles of the Alliance.

Most of the statutory legislation on railroad management down to that of the last
session, dates back to 1876. Much of it was
good and apparently such as would meet
the requirements of the occasion. It directed how railroads should conduct their
business, in such a way as not to discriminate or practice exterior on their patrons.
In many ways it directed how the roads cave it directed

The legislation of that year proving, for some reason or other, to be inadequate supplemented from time to time with tional elements of funcied strength that were mainly useful in encumbering the statute books. Maximum rates were fixed DITHER THE LAWS

or their execution were inefficient. It began to be suspected that it was the latter, and that they would never be put into execu-tion until an agency directly charged with that duty should undertake it. The weak and desultory efforts of the attorney-general to execute them accomplished nothing of a lasting character, and the long-sought-for relief was seemingly as far away as ever. Talk of a railway commission began to be heard in the land, and in the Sixteenth and Saventeenth begishature, bills to complete Seventeenth legislatures bills to create such bodies were introduced only to be slaughtered. The sentlment in favor of a commission was new and lacking in the

vigor and strength necessary to cope with the railroads, which pretended to believe that their very existence was threatened. At these two sessions, but little trouble was experienced in putting to death the WEAK AND INNOCTORS manner contemplated by the law, and in accordance with the expressed wishes of that extent lessen its own power, and belittle its character. It had sovereign power over the roads, and could legislate against abuses as it saw fit. If a commission which was but a creature of itself could accomplish anything of moment, how much more could it the creator accomplish. If on the other hand the legislature could not satisfy the unreasonable demands of the people, how could a commission be expected to do so! Plainly, the idea of a commission was wild and visionary, and so the self-sufficient and lordly solons concluded after listening to the seductive blarney of the oily-tongued friends of the railroads.

ture came together in 1883 it soon developed that sentiment in favor of the commission had gained strength in the past two years. Bills for that purpose were introduced in both house and senate. Judge Terrell, who was at that time in the senate, offered a bill providing for a commission and a state engineer, though what use there was for the neer, though what use there was for the latter, if the commission had carried, it is hard to tell. In the house a number of bills for the more efficient regulation of railways, some of them having the commission feature, were introduced. A sub-committee of the committee or internal incorporation consist. mittee on internal improvements, consisting of J. Q. Chinoweth, J. N. Stagner and L. L. Foster, was instructed to investigate

L. L. Foster, was instructed to investigate the subject of railway legislation and report what, if any, further legislation they may think necessary. They reported a commission bill over which a WARM FIGHT WAS WAGED in the house. The bill was patterned on the Georgia law, but gave the commissioners only discretionary powers, and was mild in character when compared with the existing law. The bill passed to engrossment, but was reconsidered, and Gibson's bill

creating a state engineer was substituted for it. Thus died the commission bill in the house. Terrell's bill in the sen-ate never got out of the committee room. are never get out of the conjunitece room. It is claimed that the state engineer bid, which passed and became a law, was nothing more than a shrewd dodge to defeat the commission bib. It was absolutely worthless, and one of the most frivolous and stupid attempts at legislation conceivable. A convocation of school boys could not have devised a stiller or more useless appending to state government. James H. Britton of Sherman was the first and only state engi-Sherman was the first and only state engi-

DISGUSTED WITH HIS OFFICE, resigned it, and recommended in his pepart that it be abolished. The engineer had supervisory powers over milroad lines with the right to inspect their paysical condition, and report to the attorney general any vio-lation of the law of which they might be uilty. When he resigned, the law bee dead letter, as no successor was ever pointed, or no appropriation made for one. That law is still unrepealed and under the terms of the commission law new in force, which authories the commission to execute all laws on the books for the regulation of railroads, it may be put into operation if thought desirable, which is not very probable.

In the Nineteenth legislature the sentiment in favor of a commission does not appear, from the records to have been as

provements for another by Representative Alexander. It had a hird struggle in the house and was fieldly passed by a vote of lifty-six to thirty-eight, it went to his smale and was favorably reported by the committee. It was ordered to lie on the table, from whence it never cose.

18 THE TWENTY-TEST LEGISLATION the demand for a commission had grown stronger than ever and the popular claimor londer than before. Then buts for that purpose were spring upon the house by Representatives Jenkins, Melson and Strong. The committee on internal improvements threw them all into a botch-potch and produced therefrom a substitute sich and produced therefrom a substitute Il over which that body wrangled for eeks. Col. Brown, who was chairman of the house committee on internal improve-ments, took a leading part in advocating the passage of the foll, which finally passed in the house by a vote of 68 to 31. It

Things could no longer go on as law had been doing. The people were up in arms, and the frightened solous felt the necessity for doing something to still the clamor out-of-doors. The friends of the railroads in the lexislature opposed successfully the creation of a commission on the grounds that the creation of a commission on the grounds. that it would be a violation of the constitu will be well; we will be with yoc." They were taken at their word, and a joint resolution was offered for an amendment to the constitution permitting the creation of a commission. The dose

was a ritter our but they swallowed it. At the election last fall that amendment carried at the pells by at 50 cents per 100 pounds per 100 miles, and the coads were forbidden to charge more or to show any favoritism to any person. Consolidating with, or leasing congruence and effect by creating a railson. Consolidating with, or leasing competing or parallel lines of road, was forbidden, and in various other ways it was sought by legal enactment to keep the roads within egitlmate bounds in the conduct of their business. But in spite of the multiplied laws that had been passed for that purpose, complaints against them continued to be heard. The people were not satisfied.

EITHER THE LAWS tion in the house, but was less fortunate in the senate, where the hold-over senators and a few others tried hard to emasculate it and make it a thing of shreds and patches. Contrary to all precedents and to the practice of those senators who had themselves introduced at the last, and at previous sessions, bills making

> it was sought—and the effort prevailed in the senate—to make the commissioners elective by the people. The house, which saw through the thin discuise, refused to recede from its position on that point, and rather than kill the bill, as so many others had been slaughtered, the senate backed down, and let it become a law. The public has been fully enlightened as to its provisions, which is believed are all that could be desired.

The commission that is to put the law into execution, organized on the 10th inmeasures proposed for the regulation of the railroads. The legislature was easily per-suaded that it ought not to delegate its manner contemplated by the law, and in

railroads.

THE LIGHTERYH LEGISLATURE.

However, when the Eighteenth legislature came together in 1883 it soon developed ture came together in 1883 it soon developed. strength and energy apparently unabated, and if there is any virtue in the commis-sion law, he will find it, and make the most

of it.

Judge McLean, the legal luminary of the commission, is a lawyer of high rank and splendid repute. He is a native of Mississippi, where he entered the world in 18%. He came with his parents to Texas when three years old, and is a graduate of Chapei Hill college, North Carolina, He gained much reputation in the CONSTITUTIONAL CONVENTION in 1875, and was district judge from 1884 to 1889. He represented his district in congress, being elected in 1872. He had previously been chosen a Greeley elector, which he resigned—not caring very much for Greeley any way—to accept the nomination for congress. The convention that made him a presidential elector at Corsicans in 1872 nominated K. Q. Mills and Judge Willie of Galveston for congress. They were of Galveston for congress. They were

congressmen at large.
L. L. Foster, the third member of the commission, was born in Georgia, Forsyth county, and is now about forty years

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